

Dear Mayor & Council:

Oakridge Mall Redevelopment Plans
Oakridge Seniors' Centre

I am a member and a volunteer of the Oakridge Seniors' Centre. The Centre was established more than a quarter of a century ago. It is a nonprofit/charitable organization. The existing Centre has approximately 2,500 square feet of space and we also have use of the Oakridge Mall auditorium as well for our programs. Whenever the auditorium is rented to clients by the Mall, our program(s) is/are cancelled. Volunteers make up most of our staff members.

Since news of the Mall's re-zoning process, our hope was to secure a larger space for our Centre (about 10,000 square feet). We were disappointed to learn from the City that we will only be allotted about the same size area as our current location. It is definitely inadequate to provide all the programs for our seniors. At present we do have a very small dated kitchen we call our Cafe. Our seniors can purchase a hot entrée, soup and sandwich, dessert, coffee or tea etc. and spent some quiet moments dining with friends.

To my knowledge, the new Civic Centre will be approximately 70,000 square feet with 36,000 square feet of community/senior centre to be shared by all parties including the use of a kitchen area. Then, we certainly will not be able to offer any more meals. It will be very sad for some seniors who depend on getting a hot meal perhaps only once a day. Since many of our baby boomers will soon become seniors, if not already, it is important for the Seniors' Centre to expand its services. Also in the proposed redevelopment which includes some senior units, then, I am sure our facility will be more utilized as well.

At present we offer many programs including computer lessons, knitting, quilting, income tax service, line dancing, zumba, fun and fitness, osteofit, tai chi, yoga, happy hour, monthly birthday celebration, coffee hour, coffee hour forum, urban poling, belly dancing, English conversation, Spanish, mahjong, tile rummy, piano entertainment, manicure/pedicure, reflexology, crib, scrabble, whilst, bridge, floral arrangement, travelling, bingo etc. It is vital to keep seniors active, healthy and knowledgeable, therefore I do hope Council will reconsider and see fit to allot us the space we need so that we can continue to offer a full range of programs.

Thank you for your consideration.

Yours truly
Sally Lee

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:55 AM
To: Public Hearing
Subject: FW: OAKRIDGE SENIORS' CENTRE 400+ membership in 2013

From: David/Melba Sinclair s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 5:13 PM
To: Correspondence Group, City Clerk's Office
Subject: Fwd: OAKRIDGE SENIORS' CENTRE 400+ membership in 2013

Mayor Robertson & Council members:

The Oakridge Senior Centre is crowded. there were 400+ members registered in 2013 (last year). Equal space or a smaller space is neither acceptable nor reasonable in the latest plans for the Centre.

If we were to have a group (80+) for food and entertainment, our present space would not accommodate the numbers. The auditorium is not always available, but we have used it in the past for special occasions, Christmas luncheons is one example, plus classes.

The auditorium is being used for the fitness classes, the bingo sessions, and Tai Chi. We do not have enough space to incorporate all our activities in our room as it is now.

We are an active, friendly, vibrant group of members, to which your parents, sisters/brothers, and friends would receive a warm and friendly welcome if they were to join us, as well as anyone over the age of 55 years. We have a diversity of activities and entertainment that are of interest to the members, both older and younger.

Thank you.

**Yours truly,
Melba Sinclair
Member of Oakridge Senior Centre.**

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 10:36 AM
To: Public Hearing
Subject: FW: Oakridge development

From: Lorna Gardner s.22(1) Personal and Confidential
Sent: Monday, March 10, 2014 10:35 AM
To: Correspondence Group, City Clerk's Office
Subject: Oakridge development

My major concern is for the lane way which now divides the existing Oakridge mall and the back of the buildings on Tisdall street.

The lane services the parking garages on Tisdall and acts as a buffer from the commercial activity for that street.

The models of the proposed new development show the lane becoming a 2 lane roadway servicing the proposed new development, rather than the existing ones on Tisdall.

The apparent roadway would have the existing parking stalls empty out onto the road which could be dangerous. There is now a lot of pedestrian traffic between Tisdall street and Oakridge mall. The road will increase the danger of accidents to those who will be crossing it to access the proposed new facilities.

The roadway looks as if it empties onto a bike designated road on the south side.

Is the city planning on rezoning the lane way to accommodate the proposed development?

Thank you for addressing my concern.

Lorna Gardner

Thank you,

Lorna Gardner

s.22(1) Personal and Confidential



March 5th, 2014

Mayor Gregor Robertson
Members of City Council
City of Vancouver
453 West 12th Avenue
Vancouver, BC V5Y 1V4



Re: Oakridge Centre and Related Rezonings

Dear Mayor Robertson and Members of Council,

I am writing on behalf of the Vancouver Public Space Network (VPSN) in response to the Oakridge rezoning application that is being considered at the March 10th, 2014, public hearing.

In general, we applaud the emphasis that the redevelopment plans has given to public realm and transportation options and we hope that as the plan moves forward, that these topics stay integral to the overall vision of Oakridge Centre.

There are many important aspects to the Oakridge Redevelopment Plan but the VPSN has chosen to focus our questions and feedback on the Public Realm and Transportation sections.

PUBLIC REALM - ROOFTOP

We are encouraged by the inclusion of the rooftop park and applaud the emphasis on plaza and park space within a new development. Notwithstanding our support for plaza and park space, we feel that there are still some questions that need to be answered about how public this rooftop space will actually be.

For example, the grade-separated nature of the park may pose extra challenges to ensuring usage is optimized, and that the space is easily recognizable as a public facility. The adjacency to the mall will potentially blur the lines between public and private space - something that has been noted by the City's Urban Design Panel, among others. This challenge could be further amplified depending on the way in which private mall security occupies the space.

We support the move to increase the number of access points to the park (as per the revised rezoning application). Given the aforementioned accessibility considerations with the rooftop park, we feel it critical that this space must "read" as being freely open to the public, without barriers or conditions. The additional access routes available in public areas will encourage use of the park and public areas. We would also like to encourage the designers to place as many connection options (elevator/stairs/escalators) at each public access entry to enable as many community members the ability to fully utilize the public amenities and features that the park has to offer. We would further encourage you to consider requiring the use of additional signage around access points to denote the area as a public space.

As an additional note, we suggest that some consideration be given to the all-season use of this rooftop space. Given the length of Vancouver's rainy season, we would like to see the final design include weather-proof elements, including easily accessible covered areas and a

reasonable proportion of hard-surface ground treatments to ensure that the spaces can be effectively used during Fall and Winter months.

PUBLIC REALM - STREET LEVEL

The ground-level public spaces, including a transit plaza, are encouraging. Particularly in this latter regard, we hope that the designers take this as an opportunity to animate and enhance the plaza area, as there is a mini-legacy of underperforming transit plazas in the city (and region) and this could be a model for how to do one right.

PUBLIC REALM - BUILDING HEIGHTS

We note that the key driver for much of these new public realm features is a redevelopment proposal that features over a dozen towers of varying height - with the tallest being 45 storeys in height.

The VPSN recognizes that a significant proportion of public concern around the Oakridge redevelopment involves the height of buildings proposed. While the Network does not have a formal position on this matter, we recognize that higher buildings - particularly in the concentration proposed here - do have the potential to impact the public realm - in both a positive and negative fashion. Where higher buildings can generate the sort of density that makes for a lively public realm, and where these buildings can generate the creation of public spaces such as are proposed, they can also affect the comfort of pedestrians and nearby community members - in terms of scale, shadowing and potential impact on views. In the case of the Oakridge redevelopment it will be critical that the architecture and urban design response to these concerns is of the highest possible caliber.

COMMUNITY AMENITIES

We are supportive of many of the proposed community amenities, including the new Civic Centre, library and seniors centre. We further commend Council for their response to earlier concerns about the size and location of these amenities. We do note that 290 social housing units, while an increase from the original proposal, still only represents approximately 1/10 of the total number of units. In previous large developments there has been an effort to secure a minimum of 20% for non-market housing purposes. We would encourage Council to push harder on this particular item. The value generated through this rezoning will be significant, and the potential to supplement the existing public benefits with additional social housing should not be overlooked.

TRANSPORTATION

The VPSN has always been in support of facilitating better, more active and sustainable ways for people to move, and so the inclusion of car-sharing options and a proposed bike-share program is encouraging. We would welcome more information about how a bike sharing service for the development would work considering the recent setbacks on the city-wide bike sharing program.

We would also like to discourage the use of 'private' car share services for only the residents of Oakridge, and instead recommend partnerships with existing car share companies (e.g. Modo, Car2go) to allow broader use of car share vehicles. This would encourage visitors to

arrive by car share and therefore reduce the need for accommodating individual car parking. It would also strengthen the function of existing car share services by further supporting their activity throughout the city. We note that regular car share, rather than private 'residents-only' car share, also tends to complement and enhance transit use as visitors can easily link trip modes and have more options for the 'last mile' of their trips. As the Oakridge site will be considered a major trip generator under the Regional Growth Strategy, supporting broader integration of openly accessible car share services (i.e. for use by residents and non-residents) would reduce traffic impacts and need for individual parking spaces. These benefits would be lost if the car share services were only available to residents of the area.

On behalf of the VPSN, I would like to thank you for this opportunity to provide feedback on such an important document. We look forward to hearing more about the redevelopment plans in the months to come.

If I can be of any further assistance, please do not hesitate to contact me at your convenience.

Yours truly,



Caitriona Feeny,
Planning & Urban Design
Vancouver Public Space Network

s.22(1) Personal and Confidential



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www.translink.ca

South Coast British Columbia
Transportation Authority

March 10, 2014

City of Vancouver
City Clerk's Department
435 West 12th Avenue, Third Floor
Vancouver, B.C. V5Y 1V4

Dear Mayor and Council,

Re: Rezoning Application for 650 West 41st Avenue (Oakridge Centre)

The City of Vancouver is considering a request to rezone Oakridge Centre to add more than 3.7 million additional square feet of residential, commercial and civic uses at the intersection of 41st Avenue and Cambie Street. The site is served by the Oakridge-41st SkyTrain Station and frequent bus services on Cambie Street and 41st Avenue.

During the rezoning application, TransLink worked with City of Vancouver staff and the proponent to study the impact of development on the station. This letter describes the Canada Line's capacity to meet future ridership demand and identifies the scope and cost of the needed upgrades to Oakridge Station to accommodate projected growth.

Background

TransLink is Metro Vancouver's regional transportation authority, and is responsible for planning and managing the region's transportation system for both passenger and goods movement. As described in our earlier correspondence, TransLink co-manages and co-funds the Major Road Network (MRN) along with municipalities in Metro Vancouver, and is also responsible for regional transit, cycling and commuting options, and the AirCare air quality program.

As outlined in the Regional Transportation Strategy Strategic Framework, TransLink is generally supportive of development focused around frequent transit consistent with the Regional Growth Strategy. This type of development encourages people to drive less and walk, cycle and take transit more and is critical to achieving regional goals.

Canada Line has been a successful transit investment since service started in August 2009 with ridership growing to 120,000 boardings on an average weekday. The rapid transit line is designed to accommodate many decades of future growth in transit use. TransLink is currently conducting a review of Canada Line to determine the current and future service and infrastructure needs of the system. The outcome of the review will be used to identify a strategy and implementation plan for future investment in Canada Line.

The capacity of the line and individual elements at stations are considered when assessing the capacity of a rapid transit system to meet future demand. The capacity of the Canada Line and Oakridge-41st Station are assessed in detail below.

Canada Line Capacity and Meeting Future Demand

Line capacity is defined as the people carrying capacity of the system during the peak hour. With its current fleet of 16 2-car trains operating every 3:20 minutes, Canada Line can carry 6,100 passengers per hour per direction (pphd). At its busiest point, the line currently carries about 5,500 pphpd during the peak hour in the peak direction. Variation in demand over the peak hour results in crowding and some pass-ups.

Canada Line is designed to ultimately accommodate much higher passenger volumes than it currently carries. System capacity can be expanded by increasing train frequency and train length along with associated upgrades at stations and supporting systems. Through these measures, the design capacity of the system can be expanded to 15,000 pphpd.

Ridership forecasts for 2045, including City of Vancouver's estimates for growth along the Cambie Corridor and further development in Richmond Centre, indicate that the peak hour demand for Canada Line could reach 9,000 to 10,000 pphpd. This demand is well within the system design capacity and can be accommodated through adjusting service plans and upgrades as demand warrants and funding allows.

Oakridge – 41st Ave Station Capacity Upgrades and Costs

Oakridge-41st Ave Station is Canada Line's 6th busiest station and is currently used by an average of 16,000 passengers on an average weekday. The proponent's transportation consultant worked with City staff and TransLink to assess the ability of station elements – stairs, escalators, faregates, passageways and platforms – to accommodate passenger flow through the station¹. Today, all station elements accommodate passenger demand within TransLink's level of service guidelines for transit passenger facilities. The proponent's transportation consultant developed future forecasts of passenger demand to assess station conditions should Oakridge Centre be rezoned.

The assessment of the future station conditions found that without modification, some station elements would experience crowding and provide sub-standard level of service upon completion of the initial phase of redevelopment. To avoid crowding and accommodate the additional ridership generated by the Oakridge Centre rezoning the following station improvements are recommended:

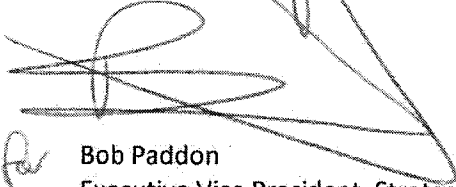
- Addition of 2 escalators between street level and concourse.
- Expansion of the station house by approximately 5 metres to facilitate the addition of escalators.
- Addition of 5 faregates.
- Finishing the inbound and outbound platforms to 50 m.

¹ *Oakridge Centre Rezoning: Transportation Assessment* report, Bunt & Associates, October 25, 2013

The estimated cost for these upgrades is \$7.7M. Funding for upgrades to Oakridge-41st Station is not identified in TransLink's 2014 Base Transportation and Financial Plan covering a funded 3-year period and 10-year outlook.

Please contact Brian Mills at 778-375-7721 should you have any questions or wish to discuss further.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to be 'Bob Paddon', written over a horizontal line.

B Bob Paddon
Executive Vice President, Strategic Planning and Public Affairs